The Periyar bridge is a very big item. It will cost at least three lakhs of rupees and must necessarily wait.

86. Means of communication in Alangad.

Mr. Sankaran Achyuta Menon (Member, Alangad Taluk) represented that for three or four months in the year a large portion of the Alangad taluk was under water. He referred to the Alwaye-Parur road which was submerged during the rains, and said that, as the paddy lands were also under cultivation, the people during those months were practically isolated. The difficulty was most felt by students who were kept away from school on such occasions. Government should devise means to relieve their distress. Most of the land required could be had practically free or for a nominal value. The people themselves, being cultivators and labourers, would be ready to undertake the construction of the roads at half the cost incurred by the Public Works Department, under the supervision of the latter. The pathways encroached upon by the ryots should be restored and the owners of lands on both sides should be asked to put them in order. Personal inspection by a responsible officer was necessary. A comprehensive report should first be called for from the P. W. D. on the existing communications and those required. Government had done practically little for the taluk considering its importance in point of both extent and population, in spite of repeated representations. He then mentioned the following works as requiring immediate attention.

(i) The road to Parur through Parakkadavu from Ankamali should be made cartable.

(ii) A new road should be constructed to connect the Ankamali-Parur road with the Alwaye-Parur road crossing the Vayalukarumalur ferry, passing Vayalu, Aiyrur, etc. The ferry should be maintained properly.

(iii) The Edapalli-Perumpavur road passing through Trikkakara should be rendered fit for cart traffic.

(iv) The road from the Karumallur-Purappallikavu temple to the Alwaye-Parur road should be extended southwards to join the Parur-Edappalli road, traversing Nirikodu and Karangatturuttu *karas*. The canals on the way should be bridged.

(v) Steps should be taken to deepen and render navigable the northern end of Kanjirakadu *thodu* which connected the northern and southern branches of the Periyar river.

Dewan's reply.—I shall be very glad to have a conference of Engineering officers, the Peishkar and the leading men of the taluk. They will draw up a list of the most urgent works in each taluk and the works could be taken up in the order of urgency.

87. Some needs of the Alwaye Municipality.

Mr. T. A. Gopala Pye (Member, Municipal Council, Alwaye) represented that, as the Alwaye Municipal Town was divided into three isolated bits, the townsfolk experienced much inconvenience in the matter of means of communication, especially during the rainy season when the river was in floods. A portion of the town lay to the east of the railway line, while the major portion of the remaining area lay to the west. The Palace, some public offices and the market were located there. The remaining portion of the town lying to the west of the river extended as far as the Union College. If the river could be bridged, it would be a great convenience for the people to go to the College and to Parur. As the result of a representation at one of the previous sessions of the Assembly, the P. W. D. made some investigations, but it appeared to the Member that the scheme was shelved on account of the heavy cost involved. A bridge across the river was an absolute necessity, and it could not be constructed out of municipal funds, not only because funds were insufficient, but also because the Municipality had proposed to apply those funds to other works. The Municipality resolved to construct the road as far as Chantakadavu. This might cost Rs. 20,000, as estimated by the P. W. D., including land

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compensation. Provision for land acquisition charges had to be made in the next year's municipal budget and the road work had to be completed in 3 or 4 years. Other important works also awaited the attention of the Municipality, such as the construction of a few public latrines and granite steps near the market on the northern side. When these works were carried out, the surplus funds to the extent of Rs. 26,000 now standing to the credit of the Municipality would become almost exhausted.

The Member next represented that an over-bridge should be constructed on the railway line at the point where it was crossed by the road leading from the municipal office to the hospital road. If this could be done, it would facilitate communication to the market road and the Perumpavur road. If the over-bridge was considered impracticable, it would be some relief if the road mentioned above could at least be extended up to the road near the mosque. The cost on account of land compensation would be trifling, and only two culverts would be necessary.

Dewan's reply.—I am not quite clear about the over-bridge. Where do you want it? The overbridge must be put up by the railway authorities and not by Government. Any how I shall examine the question in my next circuit to Alwaye. The question of railway bridge is under correspondence with the Cochin Government. The Alwaye bridge will cost a very large sum of money—say two or three lakhs of rupees. In regard to the roads you mention, please show them to me when I go to Alangad.

The Assembly adjourned at 5-45 P. M.

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